

These orange colors here, Mr. Speaker, is what we call discretionary spending. That's spending that we've taken a trillion dollars out of thus far going forward. It's defense spending in this pie piece, nondefense discretionary spending, and then that takes us to this giant red area, Mr. Speaker. This giant red area has three things in it. The big pie piece is Medicare and Medicaid. That's where the money goes. Money in this country that the Federal Government spends goes to pay health care costs—Medicare and Medicaid, \$1.5 trillion this year. Social Security, folks have been paying into Social Security all their life, they dad gum have a right to get that money back. The bill we passed today begins to redefine that commitment for the first time, and I'm concerned about that, but \$820 trillion going to Social Security.

And then \$250 billion—\$250 billion—Mr. Speaker, goes to pay interest on the debt. Now, just to put that in perspective, let's go back, Mr. Speaker. We've got defense spending, we've got Medicaid and Medicare spending, we've got Social Security spending, we've got interest on the debt, and in this pie piece, we have everything else—everything: Our courts, our highways, our environment, our homeland security, our immigration and our parks—everything else.

We spend half as much, Mr. Speaker, half of that amount that goes to everything else, we spend on interest payments alone. Half of the amount that this country spends on everything except Social Security, Medicare, Medicaid, interest on the national debt, national defense—everything else we spend half that amount on interest payments alone this year, when interest rates are at their lowest level in a century. Mr. Speaker, what do you think is going to happen when interest rates are no longer at their lowest level in a century? This bar is going to eclipse everything. So what can we do?

I'll tell you what we can do. The money is in Medicare and Medicaid. The money is in Social Security. Mr. Speaker, I'm in my 40s, we must—we must—come to people in my age bracket and say, no more. You will not get what your parents got. You've got to say that to me. You will not receive what your parents received. You've got to say that to me.

Will there be a safety net? There will. Can we provide certainty to folks that it will be there? We can. But if you talk to anybody in their 40s, Mr. Speaker, they'll tell you that they expect those programs to be long bankrupt anyway. Why? Because they are. So these are the tough decisions that we have to make: What are we going to tell the next generation? How are we going to protect these benefits from the current generation?

And, Mr. Speaker, this budget does none of that. Not a word, not an idea, not a proposal. There is nothing in the President's 2013 budget that even hints at the direction he would propose that

America go to confront these financial challenges.

Do you think we can dodge these challenges, Mr. Speaker? Do you think we can just put these things out of our head and pretend they don't exist?

This is what we're looking at, Mr. Speaker. I wish you could see this. What we have here is the debt in this country as a percentage of GDP, as a percentage of our total economy. We look at places like Greece where the debt has grown so large. This was the debt as the percentage of our economy in World War II—in World War II, Mr. Speaker, when things had gotten so tough and we were having to ration rubber, ration steel, ration sugar and ration salt, when the country had come together to fight a common foe around the globe, this was our debt as a percentage of our economy.

Here we are today, Mr. Speaker. We're not rationing rubber. We're not rationing sugar. We're not taking those common steps of sacrifice because we think our economy is about to go over the cliff. But it is. And this red line, Mr. Speaker; if we continue with this blue budget that the President has sent to us that makes no tough choices about our future, this red line is the debt that's coming. This is what the law of the land spends on behalf of your family, and mine, and every other American family, Mr. Speaker—and spends our Nation into oblivion.

The truth is it's never going to get as bad as this chart. The Congressional Budget Office which does the projections, their computer actually breaks down about halfway through that red line and says that there's just no way the economy can continue to function under these circumstances. America will no longer exist.

So the good news is, Mr. Speaker, it's not really going to get to the end of that line. But that's the challenge that confronts us, and that's the challenge that this budget avoids.

But that's not why you and I ran for Congress, Mr. Speaker. We ran for Congress to make a difference. To a man and a woman in this freshman class, Republicans and Democrats alike, Mr. Speaker, I have not met one that came here because they thought it was a nifty looking business card. I haven't met one that came here because they couldn't do anything else and they thought, why not I run for Congress? To a man and a woman, every Republican and Democrat I've met in this freshman class came to this body because they want to save America from certain demise—certain demise. It's not possible demise. It's not maybe kind of demise. It is certain demise.

And so what we did as a body, Mr. Speaker, when the Senate wouldn't act, when the President couldn't act, what we did as a body is pass the prosperity budget, which is this green line which changes the course of America.

Mr. Speaker, there are two ways to change the course of America. You can change the America that we have al-

ways had into something different. That's where current law is taking us. Or you can reclaim the America that we have always dreamed of, that our parents, our grandparents, and our great-grandparents passed down to us, sacrificed for. We can reclaim that America by making tough decisions.

Mr. Speaker, we have to make those tough decisions. And with the American people behind us, we will succeed. I thank you for the time, and I yield back the balance of my time.

ADJOURNMENT

Mr. WOODALL. Mr. Speaker, I move that the House do now adjourn.

The motion was agreed to; accordingly (at 2 o'clock and 8 minutes p.m.), under its previous order, the House adjourned until Tuesday, February 21, 2012, at noon.

EXECUTIVE COMMUNICATIONS, ETC.

Under clause 2 of rule XIV, executive communications were taken from the Speaker's table and referred as follows:

5039. A letter from the Program Analyst, Department of Transportation, transmitting the Department's final rule — Airworthiness Directives; Rolls-Royce plc (RR) RB211-Trent 800 Series Turbofan Engines [Docket No.: FAA-2011-0836; Directorate Identifier 2010-NE-38-AD; Amendment 39-16898; AD 2011-26-08] (RIN: 2120-AA64) received January 26, 2012, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Transportation and Infrastructure.

5040. A letter from the Program Analyst, Department of Transportation, transmitting the Department's final rule — Airworthiness Directives; Rolls-Royce plc (RR) RB211-Trent 800 Series Turbofan Engines [Docket No.: FAA-2011-0836; Directorate Identifier 2010-NE-38-AD; Amendment 39-16898; AD 2011-26-08] (RIN: 2120-AA64) received January 26, 2012, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Transportation and Infrastructure.

5041. A letter from the Program Analyst, Department of Transportation, transmitting the Department's final rule — Airworthiness Directives; Bell Helicopter Textron Canada (Bell) Model 407 and 427 Helicopters [Docket No.: FAA-2011-1035; Directorate Identifier 2011-SW-038-AD; Amendment 39-16817; AD 2011-15-51] (RIN: 2120-AA64) received January 26, 2012, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Transportation and Infrastructure.

5042. A letter from the Program Analyst, Department of Transportation, transmitting the Department's final rule — Airworthiness Directives; International Aero Engines Turbofan Engines [Docket No.: FAA-2010-0494; Directorate Identifier 2010-NE-20-AD; Amendment 39-16884; AD 2011-25-08] (RIN: 2120-AA64) received January 26, 2012, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Transportation and Infrastructure.

5043. A letter from the Program Analyst, Department of Transportation, transmitting the Department's final rule — Airworthiness Directives; BAE SYSTEMS (Operations) Limited Airplanes [Docket No.: FAA-2011-0911; Directorate Identifier 2010-NM-248-AD; Amendment 39-16883; AD 2011-25-07] (RIN: 2120-AA64) received January 26, 2012, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Transportation and Infrastructure.